

(1) IMAGE: The five (5) Mack 6½-Ton Trucks were the heaviest in the train, and their performance was quite satisfactory on the good roads east of the Missouri River, although they consistently showed the greatest water consumption, amounting to more than fifty gallons per day on one occasion, the result of a continual tendency to overheat.

Some trouble was experienced with the "V" fan belt employed on the Mack's, but it is easily installed and its application was thoroughly understood by the Engineers' detachment which used these vehicles.

The Blacksmith Shop (#4) engine had one connecting rod break at the upper end across the eye through which the wrist pin passes, and the broken end of the rod caught the lower edge of the piston, which it forced upward through the cylinder head, cracking it badly. Temporary repairs were made by welding the piston in place, and filling the cylinder head with cement at Glenbrook, Nevada, on the shore of Lake Tahoe. From this point, with the assistance of the Tractor on upgrading, this Mack limped into Sacramento on three cylinders, where a new cylinder block, piston, etc. were installed.

Strawberry Carburetor, Model G, was used on these trucks, and it employs an automatic air valve, from which the nut which holds the spring in position was stripped off the valve stem, after about three weeks' running. This trouble was experienced only on the Mack trucks.

The Dixie Magneto gave excellent service on these trucks, except one which was replaced by a Bosch, Type D-U-4.

The chief mechanical difficulty on the Mack Trucks was with the clutches, all of which were replaced at least once during the trip.

Experience gained on this trip proved conclusively that the Mack truck is not suitable for use over poor roads, because of its chain drive. Mud and sand frequently packed between the chains and sprockets so that they became locked, and it was only possible to tow these vehicles backwards, under these conditions.

The steering tie rod on the Mack truck is placed ahead of the axle, and on two occasions this rod was struck by stones, or other road obstructions, so that the wheels were thrown out of alignment.

Of all the trucks in the Convoy the Mack's were the hardest on tires, as many as four replacements being made on some of these vehicles during the journey.